

provides a non-discretionary cost-of-living formula for making the annual adjustment to the civil monetary penalties; SBA merely performs the ministerial task of calculating the amount of the adjustments. Therefore, even without the statutory exemption from the APA, notice and comment would be unnecessary.

The Congressional Review Act (CRA)

The Office of Management and Budget determined that this rule is not a major rule under 5 U.S.C. 804(2).

Paperwork Reduction Act

SBA has determined that this rule does not impose additional reporting or recordkeeping requirements.

Regulatory Flexibility Act

The Regulatory Flexibility Act (RFA) requires agencies to consider the effect of their regulatory actions on small entities, including small non-profit businesses, and small local governments. Pursuant to the RFA, when an agency issues a rule, the agency must prepare an analysis that describes whether the impact of the rule will have a significant economic impact on a substantial number of such small entities. However, the RFA requires such analysis only where notice and comment rulemaking is required. As stated above, SBA has express statutory authority to issue this rule without regard to the notice and comment requirement of the APA. Since notice and comment is not required before this rule is issued, SBA is not required to prepare a regulatory analysis.

List of Subjects

13 CFR Part 107

Investment companies, Loan programs—business, Reporting and recordkeeping requirements, Small businesses.

13 CFR Part 120

Loan programs—business, Reporting and recordkeeping requirements, Small businesses.

13 CFR Part 142

Administrative practice and procedure, Claims, Fraud, Penalties.

13 CFR Part 146

Government contracts, Grant programs, Loan programs, Lobbying, Penalties, Reporting and recordkeeping requirements.

For the reasons set forth in the preamble, SBA amends 13 CFR parts 107, 120, 142, and 146 as follows:

PART 107—SMALL BUSINESS INVESTMENT COMPANIES

- 1. The authority citation for part 107 continues to read as follows:

Authority: 15 U.S.C. 662, 681–687, 687b–h, 687k–m.

§ 107.665 [Amended]

- 2. In § 107.665, remove “\$324” and add in its place “\$332”.

PART 120—BUSINESS LOANS

- 3. The authority citation for part 120 continues to read as follows:

Authority: 15 U.S.C. 634(b) (6), (b) (7), (b) (14), (h), and note, 636(a), (h) and (m), 650, 687(f), 696(3) and (7), and 697(a) and (e); sec. 521, Pub. L. 114–113, 129 Stat. 2242; sec. 328(a), Pub. L. 116–260, 134 Stat. 1182.

§ 120.465 [Amended]

- 4. In § 120.465, amend paragraph (b) by removing “\$8,058” and adding in its place “\$8,267”.

§ 120.1500 [Amended]

- 5. In § 120.1500, amend paragraph (b)(2) by removing “298,887” and adding in its place “306,652”.

PART 142—PROGRAM FRAUD CIVIL REMEDIES ACT REGULATIONS

- 6. The authority citation for part 142 continues to read as follows:

Authority: 15 U.S.C. 634(b); 31 U.S.C. 3803(g)(2).

§ 142.1 [Amended]

- 7. In § 142.1, amend paragraph (b) by removing “\$13,946” and adding in its place “\$14,308”.

PART 146—NEW RESTRICTIONS ON LOBBYING

- 8. The authority citation for part 146 continues to read as follows:

Authority: 31 U.S.C. 1352 and 15 U.S.C. 634(b)(6).

§ 146.400 [Amended]

- 9. In § 146.400, remove “\$24,496” and “\$244,958” wherever they appear and add in their places “\$25,132” and “\$251,322”, respectively.

Kelly Loeffler,
Administrator.

[FR Doc. 2025–09833 Filed 6–2–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 13, 91 Subpart K (Part 91K), 119, 121, 125, 133, 135, 137, 141, 142, 145, and 147

[Docket No. FAA 2025–0928]

Changes to Application for Certification Process

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Procedural update; notification of availability.

SUMMARY: This action announces the implementation of an update to the process for an applicant to withdraw, or for the FAA to deny, an application for certification to better address the expectations of applicants and the FAA with respect to certification timelines. The change supports the FAA’s mission and the Certification Services Oversight Process (CSOP) by enhancing engagement with air carrier, air operator, or air agency certification applicants and further streamlining the certification process. This update is intended to reduce wait times and better utilize FAA resources for processing complete applications from prepared applicants, thus increasing efficiency in accomplishing the certification process. **DATES:** [DATE OF PUBLICATION IN THE FEDERAL REGISTER].

FOR FURTHER INFORMATION CONTACT: Mark Trudeau, Section Manager, Office of Safety Standards (AFS–330), Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; (202) 267–1675.

SUPPLEMENTARY INFORMATION: As set forth in Title 49 of the United States Code (49 U.S.C.), the Administrator of the Federal Aviation Administration (Administrator) may issue air carrier, air operating, and air agency certificates. An application for a certificate must be under oath when the Administrator requires; and be in the form, contain information, and be filed and served in the way the Administrator prescribes.¹ Only when the FAA receives a complete application in a manner prescribed by the Administrator shall the entity be considered an applicant.² The FAA’s certification offices have, in recent years, experienced significant backlog and resource constraints related to the timing and delay in responsiveness by

¹ 49 U.S.C. 44702.

² 14 CFR 91.1014, 119.35, 125.21, 133.15, 137.15, 141.13, 142.11, 145.51, 147.5

applicants for various types of FAA certification. The notice described in the paragraph that follows provides updated guidance to inspectors to ensure all certifications continue proceeding in a timely fashion.

On May 23, 2025, the FAA published updated policy on processing air carrier, air operating, and air agency applications for certification. As provided in the revised policy, the FAA will no longer accept applications that are incomplete or not submitted in a form or manner acceptable to the Administrator. In addition, an applicant may withdraw its application at any point during the certification process and the FAA may terminate a certification in which the applicant does not proceed with certification requirements. The updated policy is found in Notice 8900.735: Disposition of Incomplete or Insufficient Air Operator and Air Agency Certification Applications.

Issued in Washington, DC, on May 23, 2025.

Hugh J. Thomas,

Acting Deputy Executive Director, Flight Standards Service.

[FR Doc. 2025–10001 Filed 6–2–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–0005; Project Identifier AD–2024–00646–T; Amendment 39–23051; AD 2025–11–05]

RIN 2120–AA64

Airworthiness Directives; the Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 787–8, 787–9, and 787–10 airplanes. This AD was prompted by reports of multiple supplier notices of escapement (NOEs) indicating that seat track splice fittings were possibly manufactured with an incorrect titanium alloy material. This AD requires an inspection of seat track splice fittings to determine the material and applicable on-condition actions. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective July 8, 2025.

The Director of the Federal Register approved the incorporation by reference

of a certain publication listed in this AD as of July 8, 2025.

ADDRESSES:

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2025–0005; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

Material Incorporated by Reference:

- For Boeing material identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110 SK57, Seal Beach, CA 90740–5600; telephone 562–797–1717; website myboeingfleet.com.

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195. It is also available at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2025–0005.

FOR FURTHER INFORMATION CONTACT:

Joseph Hodgkin, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3962; email: Joseph.J.Hodgkin@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain The Boeing Company Model 787–8, 787–9, and 787–10 airplanes. The NPRM was published in the **Federal Register** on January 17, 2025 (90 FR 5756). The NPRM was prompted by reports of multiple supplier NOEs indicating that seat track splice fittings were possibly manufactured with an incorrect titanium alloy material. In the NPRM, the FAA proposed to require an inspection of seat track splice fittings to determine the material and applicable on-condition actions. The FAA is issuing this AD to address seat track splice fittings manufactured with an incorrect titanium alloy material. The unsafe condition, if not addressed, could result in failure of the seat track splice fittings, and could result in serious injury to seated occupants as a result of adverse effects on emergency

egress and structural capability to react to emergency landing loads.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from four anonymous commenters who supported the NPRM without change.

The FAA received additional comments from three commenters, including Boeing, Air New Zealand, and the Foundation for Aviation Safety. The following presents the comments received on the NPRM and the FAA's response to each comment.

Request for Clarification of Root Cause

The Foundation for Aviation Safety requested an explanation of the root cause of the use of the incorrect titanium alloy material, asked how its use was discovered and why the original process wasn't effective in identifying use of the incorrect material, and clarification on the preventive measures to keep this from happening again.

The FAA provides the following clarification. Boeing and the FAA have received reports of multiple supplier NOEs indicating that seat track splice fittings were possibly manufactured with an incorrect titanium alloy material. The FAA has determined the actions specified in this AD must be done to address the unsafe condition. The root cause of the use of the incorrect titanium alloy material is still under investigation. The FAA is working with Boeing to address the root cause. No change to this AD is necessary as a result of this comment.

Request To Add Exception

Boeing and Air New Zealand requested an exception be added to the proposed AD to allow use of collars having part number (P/N) BACC30BS10K for tasks 17 and 18 of Boeing Alert Requirements Bulletin B787–81205–SB530086–00 RB, Issue 001, dated October 18, 2024. Air New Zealand stated tasks 17 and 18 of Boeing Alert Requirements Bulletin B787–81205–SB530086–00 RB, Issue 001, dated October 18, 2024, and Boeing Alert Service Bulletin B787–81205–SB530086–00, Issue 001, dated October 18, 2024, use collars having P/N BACC30BS10S. Air New Zealand further pointed out that table 18 of paragraph 3.A., Kits/Parts, of Boeing Alert Service Bulletin B787–81205–SB530086–00, Issue 001, dated October 18, 2024, lists collars having P/N BACC30BS10K for tasks 17 and 18. Boeing confirmed that both collars are